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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 127 JANUARY, 1965

Published first Thursday of the month

Price Sixpence

H.M.S. Triumph commissions for service in Far East

VALUABLE HELP FOR ESCORT SQUADRONS

A SHIP which will be of paramount importance in the Far East commissions today, January 7, in H.M. Dockyard, Portsmouth. She is the Escort Maintenance Ship, H.M.S. Triumph, converted during the past three years from a light fleet carrier.

The conversion took longer than was expected because of the more urgent need to convert H.M.S. Albion to a Commando Ship. The ship, commanded by Capt. I. F. Sommerville, R.N., has already undergone certain sea trials, and after further trials will sail for the Far East.

H.M.S. Triumph, tenth of her name to serve in the Royal Navy, was laid down in 1943 and launched by the late Countess Mountbatten of Burma, and commissioned as a light fleet carrier in 1946. In 1950 her squadrons were in action over Korea. In 1951 she was recommissioned as the Home Station Training Carrier, and from 1953 to 1956 she served as the Cadet Training Ship.

In her new role Triumph will provide facilities for almost any type of work on board the complex destroyers and frigates which form the Escort Squadrons. She will enable ships to carry out their maintenance efficiently by providing a berth with overside services such as fresh water, steam and power, so allowing them to shut down, while workshops, with facilities for almost any type of work are close alongside.

In addition to her ship's company of 27 officers and 472 ratings, the ship will have embarked four maintenance units totalling 15 officers and 270 ratings capable of a wide range of highly skilled functions.

DOMESTIC SERVICES

The new escort maintenance ship will be able to provide a whole range of domestic services. In addition to air conditioned accommodation for the ship's company of the largest destroyer these include medical and dental services, a chapel, schoolroom, bakery, clothing store and a large canteen.

Though Triumph's main role is escort maintenance, she has the space and the facilities to undertake a variety of other tasks, including the carrying and maintenance of helicopters.

Triumph is of 17,000 tons (full load) displacement, is 699 feet in length and has a beam of 80 feet.

Capt. I. F. Sommerville, R.N., entered the R.N. College, Dartmouth in September, 1930. As a Midshipman he served in H.M. Ships Exeter and Resolution. After completing his Sub-

Lieutenant's courses he spent four years in H.M.S. Achilles, taking part in the Battle of the River Plate. He specialised in Communications and has served in West Africa, Harwich, Ceylon, in H.M.S. Vengeance and as Flag-Lieutenant to Rear-Admiral Mark Pizey, in the First Cruiser Squadron. As a Commander he served as Home Fleet Communication officer, commanded H.M.S. St. Brides Bay and been Executive Officer, H.M.S. Mercury and Maintenance Commander, H.M. Dockyard, Portsmouth.

As a captain he has served in the Admiralty, on the staff of Commander-in-Chief Allied Forces Mediterranean in Malta and before joining H.M.S. Triumph, as Naval Force Commander, Borneo.

Among those present at the commissioning service was the Commander-in-Chief, Portsmouth (Admiral Sir Wilfrid Woods), who at one time commanded the ninth Triumph, the 'T' class submarine, lost in the Mediterranean in 1942.

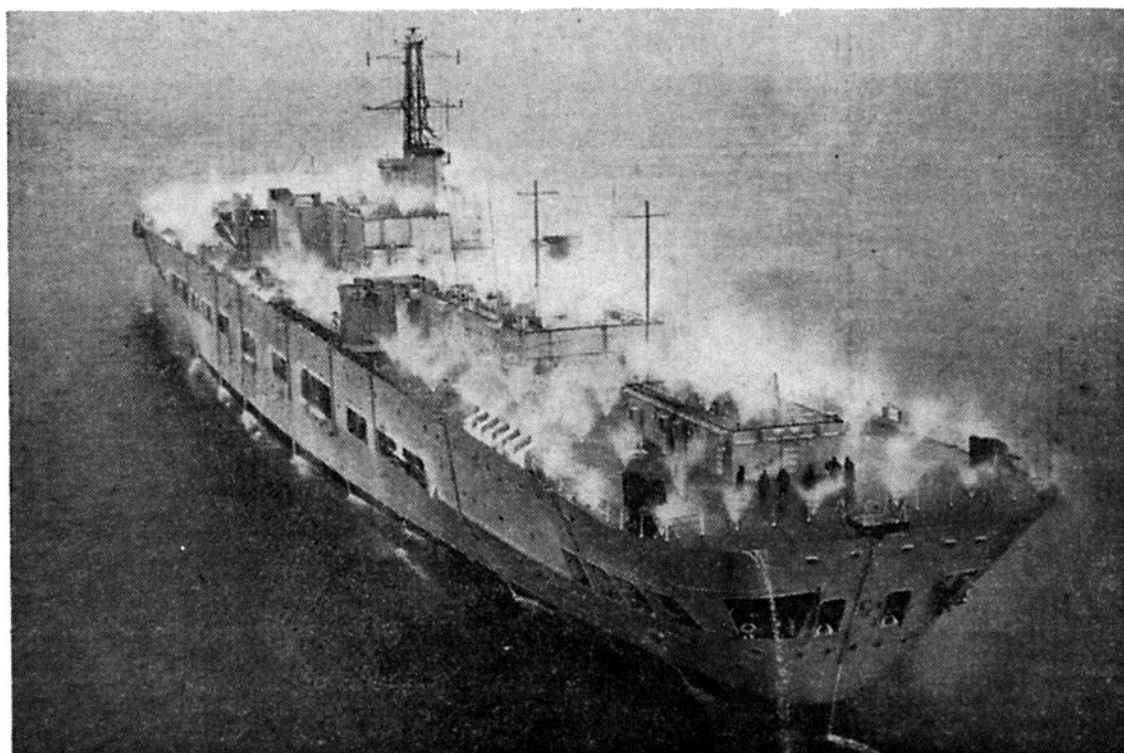
PRINCESS AT JAGUAR'S RECOMMISSIONING

WHEN H.M.S. Jaguar recommissions at Chatham on January 8, H.R.H. Princess Alexandra, who launched the ship in 1957, will be among the guests, together with the wives and families of those on board.

When Jaguar was launched the Princess, having traditionally broken the bottle of champagne on the bows of the ship, was surprised that nothing happened; the ship remained fast on the slipway. After waiting a few moments the Princess, with her normal air of gaiety, gave a gentle push. The helping hand seemed to do the trick and the ship started on her way down the slipway.

H.M.S. Jaguar, commanded by Cdr. T. C. Cotton, R.N., is a Type 41 anti-aircraft frigate, of which there are four in the Royal Navy, the others being Leopard, Lynx and Puma. She was built by Denny Bros. of Dumbarton, and was first commissioned in December, 1959. She is expected to sail for the South Atlantic later in 1965.

The Officiating Ministers at the re-commissioning ceremony will be the Ven. Archdeacon R. W. Richardson, Q.H.C., M.A., Chaplain of the Fleet, together with the Reverend J. E. Trevithick, Officiating Minister for the Church of Scotland and Free Churches at Chatham, and Father Hill, Officiating Roman Catholic Chaplain at Chatham.



The new escort maintenance ship, H.M.S. Triumph, operating her "pre-wetting sprayers." The intention of the spray is to protect the ship against atomic fall-out

Plain clothes privileges extended

THE privilege of wearing plain clothes when proceeding on or returning from leave from H.M. Ships, which up to now has been restricted to Chief Petty Officers and Petty Officers, has been extended to leading ratings and below in certain circumstances.

The wearing of plain clothes may be permitted at all Home Ports in the United Kingdom and at the main naval ports abroad. The privilege may be extended at the Commanding Officer's discretion at other foreign ports.

Extra stowage space for plain clothes cannot be provided in ships and the privilege may be withheld for up to 180 days for misbehaviour in ships' boats.

When Commanding Officers of ships operating independently consider local conditions make the wearing of plain clothes undesirable, they may suspend permission.

H.M.S. Hecla launched

H.M.S. Hecla, first of the three ocean survey ships under construction for the Royal Navy, was launched on December 21 at the Scotstoun yard of Messrs. Blythswood Shipbuilding Co. Ltd., by Mrs. E. G. Irving, wife of Rear-Admiral E. G. Irving, the Hydrographer of the Navy. The three ships are due to be completed in the latter half of 1965. The names of the other two are Hecate and Hydra.

These ships are designed for a combined oceanographical and hydrographical role and are the first survey ships to be built for the Navy without a supplementary function.

While the ships are intended for deep-water work, they will also be capable of surveying in coastal areas, carrying launches for independent in-shore and harbour operations.

The Hecla and her sister ships will have an overall length of 260 feet, a beam measurement of 49 feet and a draught of 15 feet. Displacement will be 2,800 tons and the new ships will be capable of 14 knots with a range of 12,000 miles.

'SWEEPERS TAKEN OUT OF MOTHBALLS

FOUR minesweepers and two coastal defence ships are being taken out of "mothballs"—Reserve—in Singapore to help cope with the incursions of Indonesian forces against Malaysia. Ships' companies, about 160 officers and men, are being flown to Singapore to man the ships.

It is reported that the bringing forward of the ships is only a prudent, precautionary measure to ensure the Navy's ability to meet its obligations under the defence agreement with Malaysia.

The Royal Navy is keeping up its patrols off Malaysia, and on Christmas Eve H.M.S. Ajax captured 22 armed men from seven sampans in the Malacca Straights and, more recently, H.M.S. Wilkinston arrested four Indonesians aboard a sampan inside Malaysian waters.

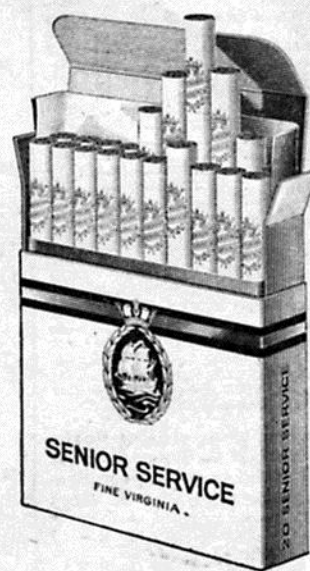
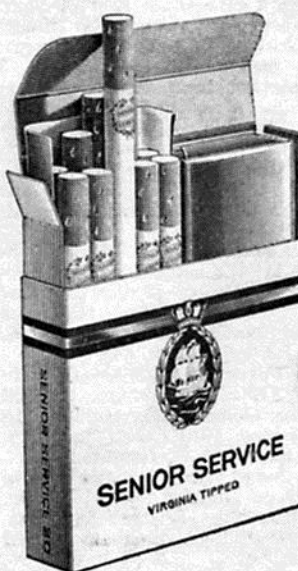
The size of the fleet in the Far East is now greater than for many years,

comprising some 80 ships. The largest unit is, of course, the carrier H.M.S. Victorious, but the modernised H.M.S. Eagle, temporarily having a little spot of trouble at Mombasa, could augment the forces off Singapore in a matter of hours.

H.M.S. TRIUMPH

The escort maintenance ship, H.M.S. Triumph, which was expected to sail from the United Kingdom for the Far East at the end of March, is now likely to have her departure date brought forward.

above all
SENIOR SERVICE
 satisfy



BRITAIN'S OUTSTANDING CIGARETTES

Older men may now join Royal Navy

THE upper age limit for entry into the Royal Navy has been raised from 28 to 33 years.

Approval has been given by the Ministry of Defence (Navy) for the recruitment of men who can complete time for pension—22 years' service over the age of 18—before reaching the age of 55.

The regulations concerning the entry ages in the Royal Marines and the Women's Royal Naval Service remain unchanged.

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

TRADITIONALLY the New Year is the time for making New Year Resolutions. It is the time to look back, and at the same time, to look forward with new hopes—hopes that the mistakes of the past can be avoided in the future.

The New Year can be likened to a new diary, blank pages waiting to be filled. If we are honest with ourselves and honestly record the activities of the forthcoming year—its failures as well as its achievements—it should be illuminating, and a spur to better things in the future.

To those of us in the sere and yellow stage, New Year Resolutions are sometimes cynically regarded as made to be broken, but to the youngsters such thoughts should not enter their heads.

It should be a sobering thought however, to the comparative youngsters now in the Service—those in the Colleges and those in the various Schools—that in 20 to 30 years time they will be the senior officers and ratings in the Service, holding down jobs demanding knowledge and 'know-how' of their own Service, as well as a much wider knowledge of the other Services than now obtains.

The complex nature of the Navy's ships and weapons as well as the distinct possibility of having to work much more closely in the future with the officers and men of the other two Services, means that those now aspiring to the senior positions must have power of command, integrity, determination as well as a willingness to accept responsibility and academic knowledge. To all this must be added, particularly as regards the officers, comprehension of national and international affairs.

The youngsters we are talking about, however, should not allow the weight of responsibility which will eventually devolve upon them, cloud this start of the New Year. To work hard should be a New Year Resolution, but coupled with it should be to play hard and to look forward to the future. Theirs is an exciting one—a reasonably paid job, good opportunities, travel and meeting people of all nationalities in their own countries and, above all a sense of service, service to the community, to one's sovereign and people and, in a still wider sense to the peace and prosperity of the world.

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COVENTRY	27/6
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BRISTOL	19/6
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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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C.E.R.A. Fennell with his wife and the Flag Officer Submarines

'A source of inspiration to the ship'

AT a pleasing ceremony in Fort Blockhouse on December 14, Rear-Admiral H. R. Law, C.B., O.B.E., D.S.C., the Flag Officer Submarines, presented C.E.R.A. Edward Percy Fennell with the British Empire Medal.

The Admiral read the citation, which stated: "Fennell joined H.M.S. Victorious in January, 1963, and has been in the ship throughout a difficult period of refit, recommissioning and subsequent work-up. During this time the whole Engine Room Department has been required to work long hours, often under arduous conditions, to maintain the ship's machinery in an operational state. The burden has fallen most heavily upon the Engine Room Artificers led by C.E.R.A. Fennell. He has been both a source of inspiration and a tower of strength to the ship throughout this time. In spite of the heavy workload and unexpected machinery breakdowns, he has organ-

ised the work of the E.R.As. with great competence, and has shown a deep and continuous interest in the individual training, work and welfare of each man.

"His long experience and outstanding technical knowledge have come to be relied upon by both senior and juniors alike.

"C.E.R.A. Fennell's contribution to the Service is never more evident than in times of crisis. At such times he displays an outstanding degree of technical skill, resourcefulness and ingenuity, and his competent handling of the most discouraging situation inspires and encourages the more junior members of his repair team to considerable and protracted efforts under most unpleasant conditions."

C.E.R.A. Fennell was born at Bath in May, 1919, and joined the Royal Navy in November, 1939. He is now living in Portsmouth and has two daughters and one son. During his career he has served in four carriers and seen service in the Far East.

(Continued in column 4)

Appeal for Royal George Memorial

SIR.—After the Royal George sank at her moorings at Spithead in August, 1782, nearly 400 bodies of the drowned officers and men of the Royal Navy came ashore at Ryde, Isle of Wight.

The local fishermen were overwhelmed by the extent of the tragedy, and the best they could do was to bury these poor unfortunates in hastily improvised graves among the sand dunes on the sea front.

No form of memorial was erected, nor were the graves marked in any way and, in the passage of time, many have been built over. Now, at long last, we are very anxious to raise sufficient funds to have a worthy memorial erected recording the disaster and marking the last resting place of these gallant men.

I am sure that this project will have the ready support of all persons interested in the historical associations of the British Navy, and any donations from your readers will be most acceptable.

At the same time we are very anxious to hear from all sources of anyone who is descended from a member of the Royal Navy who was lost in the Royal George, so that they may be invited to attend the unveiling of the memorial, which we hope will take place next August.—Yours, etc.,

(Continued from column 3)

Australia and the Mediterranean. His wife was able to accompany him to Gibraltar and Malta.

After reading the citation Admiral Law stated that it gave him considerable pleasure to make the presentation and he congratulated C.E.R.A. Fennell and Mrs. Fennell on behalf of Her Majesty who, in a letter to the recipient, expressed her regret at not being able to make the presentation herself.

The Admiral and Captain S/M 1, Capt. J. S. Stevens, and other officers entertained C.E.R.A. Fennell and Mrs. Fennell to tea.

FRANCIS L. WELCH, Hon. Organiser, Royal George Memorial Appeal, Farney Close, Seaview, Isle of Wight.

CAP TALLIES

SIR.—I have been saving Cap Tallies for my daughter for the last four years and have become interested in this hobby myself. I would like, if possible, to know a little bit more about the subject, and wondered if yourself, or any of your readers, could help me with anything that may help, such as the dating of them. The reason being that some of the older ships' names are now coming back into service.

I notice that some of the older type have a full stop after the name which the newer ones do not have. This may be a means of telling the difference.

If any of your readers have any old cap tallies for which they have no further use, I would be delighted to receive them.

Further I have found a H.M.S. Franklin tally and would be most grateful if you could tell me of any of the ships which have had this name, and their history. Yours, etc., A. F. R. REECE, Ch.M.(E), 1 Mess, H.M.S. Dolphin, Gosport.

(By Editor.—The only Franklin I can trace was a survey vessel, named after Sir John Franklin, the famous Arctic explorer who lost his life while on an expedition to discover the North-West Passage. She was built by the Ailsa Shipbuilding Co. in 1937. Was 830 tons displacement and was refitted as a minesweeper in 1939. Her only Battle Honour was Normandy, 1944. She was placed in Reserve in 1952 or 1953 and disappeared from the Navy List in 1955, having been sold or broken up.)

DRAFTING FORECAST—YOUR NEXT SHIP

- Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.
- (iv) Ships in which Locally Entered Cooks (S), Cooks (O) or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Loch Fada (A/S. Frigate). February 4, at Singapore. Foreign Service. East of Suez. (Phased). 26th Escort Squadron. (A).

No. 829 Squadron (Eskimo Flight). February 3, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Bronington (M./H. Conversion). February 9, at Rosyth. Home Sea Service. Vernon Squadron. U.K. Base Port, Portsmouth.

H.M.S. Corunna (A/D. Conversion). January, at Singapore. General Service Commission. East of Suez. Advance party only. 21st Escort Squadron. U.K. Base Port, Rosyth.

H.M.S. Striker (L.S.T.) and **No. 3 Assault Squadron**, February 5, at Gibraltar. Foreign Service (Middle East). Amphibious Warfare Squadron. (B).

H.M.S. Sheraton (M./H. Conversion). February 18, at Portsmouth. Local Foreign Service. 6th M./S. Squadron. (E).

H.M.S. Lowestoft (A/S. Frigate). February 11, at Chatham. General Service Commission. (Phased). Home/Med. / Home / Med. Divisional Leader. 23rd Escort Squadron. U.K. Base Port, Chatham. (A).

H.M.S. Cavendish (Destroyer). February 11, at Portsmouth. General Service Commission. Home/Med. / Home/Med. 23rd Escort Squadron. U.K. Base Port, Portsmouth. (C).

H.M.S. Naiad (A/S. Frigate). February 23, at Glasgow. For Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Chatham (Under consideration).

H.M.S. Narvik (Harbour accommodation ship). February, at Plymouth. Port Service. Towing crew—transfers to Faslane.

H.M.S. Decoy (Destroyer). March 25, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Devonport.

No. 829 Squadron (Gurkha Flight). March, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Hampshire (G.M. Destroyer). March 4, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

No. 829 Squadron (Naiad Flight). March, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

700 Bravo Squadron. April 7, at R.N. Air Station, Lossiemouth. Buccaneers.

H.M.S. Berwick (A/S. Frigate). April 8, at Portsmouth. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Blackwood (A/S. Frigate). April 22, at Rosyth for trials. Home Sea Service Commission. July 1, Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Dido (A/S. Frigate). April 8, at Chatham. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. Capt. (D). 21st Escort Squadron. U.K. Base Port, Chatham.

H.M.S. Laleston (C.M.S.). April. Transfer to Vernon Squadron. Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Burnaston (C.M.S.). April. Steam to Aden where Flockton's

crew transfer. Foreign Service (Middle East). (E).

H.M.S. Beachampton (C.M.S.). May, steam to Aden where Chilcompton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Ulster (A/S. Frigate). May 20, at Devonport for trials. Home Sea Service July 15, 17th Frigate Squadron. Vice Wizard. U.K. Base Port, Devonport. (Under consideration).

H.M.S. Wilkinston (C.M.S.). May. Transfer to 8th M./S. Squadron. Local Foreign Service (Far East). (E). Dufton's crew transfer.

H.M.S. Woodlark (Survey Ship Conversion). May, at Chatham. Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bastion (L.C.T.). June 1, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (E).

H.M.S. Mohawk (G.P. Frigate). June 3, at Rosyth. General Service Commission. (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth.

H.M.S. Lincoln (A/D. Frigate). July 13, at Singapore. Foreign Service (East of Suez). (Phased). 24th Escort Squadron. (A).

H.M.S. Arethusa (A/S. Frigate). July 14, at Cowes. Home Sea Service. Foreign Service (East of Suez). January, 1966. Divisional Leader. 24th Escort Squadron. (A).

No. 829 Squadron (Arethusa Flight). July, at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

H.M.S. Maryton (C.M.S.). July. Steam to Aden where Kemerton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Ajax (A/S. Frigate). July 13, at Singapore. Foreign Service (East of Suez). (Phased). Capt. (D). 24th Escort Squadron. December. (C).

H.M.S. Lynx (A/A. Frigate). June 24, at Portsmouth. General Service Commission Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Anzio (L.S.T.) and **No. 1 Assault Squadron**. July, at Gibraltar. Foreign Service (Middle East) Amphibious Warfare Squadron. (B).

H.M.S. Kemerton (C.M.S.). July. Steam to U.K. with steaming crew from Aden.

H.M.S. Leander (A/S. Frigate). August 12, at Chatham. General Service Commission. (Phased). Home/East of Suez/Home/East of Suez. 21st Escort Squadron. Divisional Leader. U.K. Base Port, Portsmouth.

H.M.S. Bulwark (Commando Ship). September, at Devonport. Foreign Service (Far East) from date of sailing. Method of recommissioning under consideration. U.K. Base Port, Devonport.

H.M.S. Vidal (Surveying Ship). September, at Chatham. General Service Commission. North Atlantic. U.K. Base Port, Chatham.

H.M.S. Undaunted (A/S. Frigate). September 30, at Chatham for trials. Commission, December 2. U.K. Base Port, Devonport.

H.M.S. Corunna (A/D. Conversion). September at Singapore. C. and M. Party. L.R.P. Complement January, 1966. U.K. Base Port, Rosyth.

(Continued on page 5, column 1)

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REMOVALS and WAREHOUSING

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Big Chief Sitting Bull braves Ashanti warriors

ON December 11 H.M. Ships Mohawk (Capt. I. G. W. Robertson, D.S.C., R.N.), and Ashanti (Cdr. J. A. Thackwell, R.N.), sailed from Bahrain for a day at sea with Nahreinis, U.K. based Government and commercial firm employees, schoolchildren and service families embarked.

Exercises began with a jackstay transfer between the two ships and first across was Big Chief Sitting Bull from H.M.S. Mohawk, carrying the "Tribal" lamp for safe keeping in H.M.S. Ashanti.

A return visit was paid by Mid. L. K. Awubu, Ghanaian Navy (a member of the Ashanti tribe). Hunter aircraft from 208 Squadron, based at R.A.F., Muharraq, and led

by the Commander, R.A.F., Persian Gulf, Air Commodore E. G. L. Millington, C.B., D.F.C., carried out a series of spirited strikes on the two ships, and this was followed by a flying display by the two Wasp helicopters. The Royal Marine detachments gave an impressive display of small-arms firepower and, after lunching on board, the guests saw both ships fire their anti-submarine mortars and watched the recovery of the bombs by sea boat and swimmers.

The visitors were landed in the early afternoon and the two ships parted company—H.M.S. Ashanti returning to Bahrain for a self maintenance period and H.M.S. Mohawk sailing south for Aden.

OLD 'LINE BOOK' RETURNS HOME

MISSING for more than 20 years, the "Line Book" of the carrier H.M.S. Ark Royal, which was torpedoed and sunk in the Mediterranean in November, 1940, has been found in a St. Albans public house by a retired naval officer who served in the ship as a midshipman.

The "Line Book"—a leather-bound scrapbook of souvenir newspaper cuttings, photographs, letters and cartoons kept by wardroom officers, disappeared when the ship was sunk, and subsequent efforts to trace the book, were without success.

Its whereabouts remained a mystery until a few weeks ago when Lieut.-Cdr. Norman Manley-Cooper, R.N., an observer in one of the Ark's Swordfish squadrons and now retired from the Service, located it in the St. Albans public house recently.

The book of the famous ship, still in good condition, and apparently left at the public house by a customer nine months ago, has now been returned by Lieut.-Cdr. Manley-Cooper to the present carrier of the same name, now preparing for service following a refit at Devonport Dockyard.

Keel of a new Danae laid

THE keel of a ship, the name of which will bring back memories to those who served between the wars and during the Second World War, H.M.S. Danae, was laid at Devonport Dockyard on December 16 by Lady Henderson, wife of Admiral Sir Nigel Henderson, Commander-in-Chief, Plymouth.

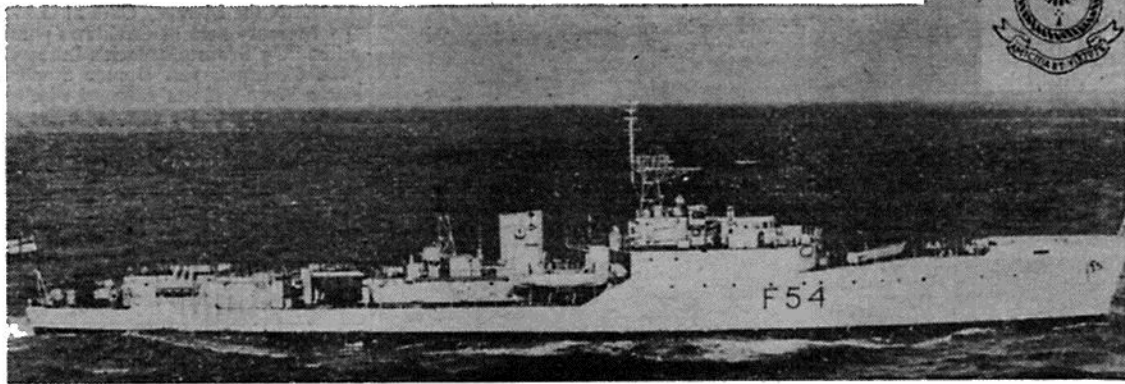
The new ship is a "Leander" class frigate, 2,800 tons (full load).

She will be the sixth Royal Navy ship to bear the name. The fifth one, known to so many, was the "D" class cruiser, built by Armstrongs at Wallsend between December, 1916, and July, 1918. She was 4,850 displacement and carried six 6 in. guns. She was broken up in 1948.

SHIPS OF THE ROYAL NAVY

H.M.S. HARDY

No. 110



Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 24631 J. S. McCartney, JX 161704 C. G. Andrews, JX 646026 M. J. Decalmer, JX 522923 V. H. Street, JX 646039 A. Richardson, JX 371868 A. A. Preston, J 929243 A. G. Edwards, JX 661950 R. B. Barnett, JX 712828 J. R. Hunter.

To Master-at-Arms
MX 795579 A. T. Butler.

To Chief Petty Officer Writer
MX 874929 S. W. Bone, MX 761848 W. A. Davies, MX 781881 A. W. Walker.

To Chief Petty Officer Stores Accountant (V)
MX 845202 A. J. Forster.

To Chief Petty Officer Stores Accountant (S)
MX 765184 T. J. Hancock.

To Chief Petty Officer Steward
LX 876187 J. A. Esson.

To Chief Petty Officer Cook (O)
MX 771229 G. T. Burt.

To Acting Chief Engineer Room Artificer
MX 857390 C. D. Menzies, MX 608154 R. J. Stanbury, MX 777573 R. A. Harley, MX 904929 P. G. E. Tuck.

To Acting Chief Mechanician
KX 874719 M. F. Coppin.

To Chief Shipwright Artificer
MX 842455 G. A. M. Crisp.

To Acting Chief Ordnance Artificer
M 928953 C. B. Giles, MX 99322 W. E. Adniti, MX 902411 C. S. Beaumont, M 968834 M. W. Doran, M 928584 G. J. Hollingshead, MX 888010 R. L. Jones, MX 818815 A. C. Smith, MX 902380 K. F. Townsends, M 933578 C. P. Wren.

To Chief Plumber
MX 844880 J. McPartlin.

To Chief Engineering Mechanic
KX 821649 H. K. Rigg.

To Acting Chief Electrical Artificer
MX 888624 P. J. May.

To Acting Chief Electrical Mechanician
MX 892703 A. R. Tarry, MX 924301 C. Willder.

To Chief Electrician
MX 761629 E. Smith, MX 766365 G. G. Rowe.

To Acting Chief Radio Electrical Artificer
MX 645755 F. R. Gale, MX 920211 F. A. C. Tebbitt.

To Chief Radio Electrician
MX 893305 A. C. Mullett.

To Chief Radio Supervisor
JX 883046 A. J. Cokes.

To Chief Communication Yeoman
JX 858155 A. J. Burt.

To Sick Berth Chief Petty Officer
MX 861283 A. J. Small, MX 817071 V. B. Thickett.

To Acting Chief Aircraft Artificer (AE)
L/FX 670203 J. H. Stringer, L/FX 669803 R. I. Hathaway, L/FX 670184 M. H. Lawrence.

To Acting Chief Aircraft Mechanician (AE)
L/FX 822855 S. E. Stevens.

To Acting Chief Aircraft Mechanician (O)
L/FX 836593 H. E. Lambert.

To Acting Chief Electrical Artificer (Air)
L/FX 87851 R. W. Burnett.

To Acting Chief Radio Electrical Mechanician (Air)
L/FX 833622 R. Gillott.

DESIGNED primarily for anti-submarine work, the Blackwood class Type 14 frigates, of which H.M.S. Hardy is one, are lightly armed and of comparatively simple construction. The hulls were strengthened in 1958-59 to stand up to the severe weather conditions when on fishery protection duties off Iceland.

H.M.S. Hardy was built by Yarrow & Co., Scotstoun, Glasgow, being launched on November 25, 1953, and completed on December 15, 1955. Displacement is 1,456 tons (full load) and the ships are 310 feet in length (o.a.) with a beam of 33 feet. Complement is 111 officers and men.

Hardy is fitted with two Limbo three-barrelled depth charge mortars. These can fire large depth charges, set to explode at a predetermined depth, and the range and accuracy of these weapons are better than those of previous types of mortars.

The class is named after famous captains of British naval history. The present Hardy is the tenth ship of the Royal Navy to bear the name and, since the seventh one, commemorates Admiral Sir Thomas Masterman Hardy, Nelson's flag captain at Trafal-

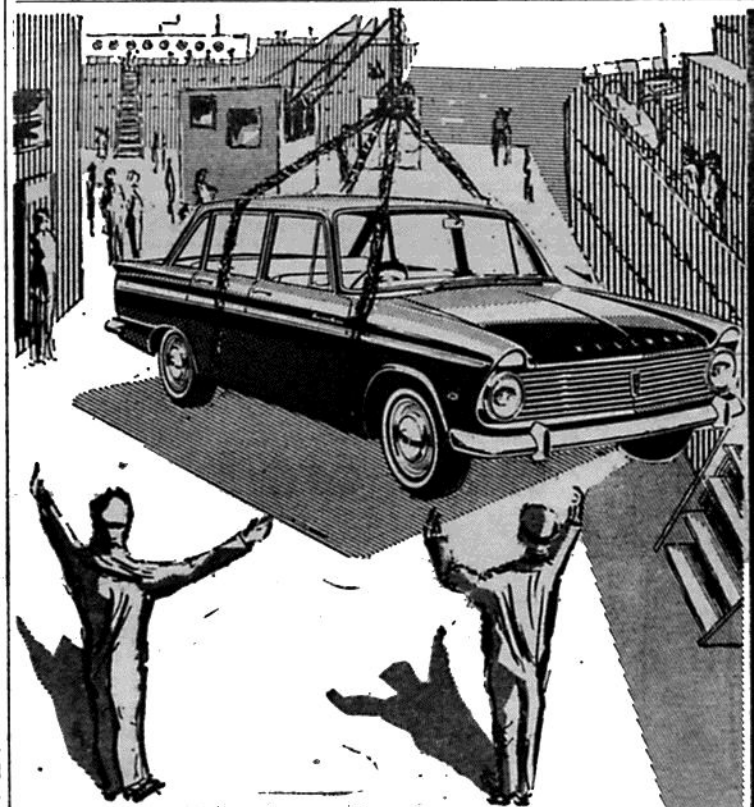
gar. The destroyer leader sunk at Narvik in 1940 was the eighth Hardy. The ninth was a destroyer of 1943, torpedoed in 1944.

River Plate relic for Naval Church

A SILVER dolphin from the captain's gig of H.M.S. Exeter, the 8,390 tons, eight-inch cruiser, which suffered heavy damage and severe casualties in the Battle of the River Plate, has been mounted on a pillar in St. Nicholas Church in H.M.S. Drake, Devonport.

The dolphin was presented to Alderman Randolph H. Baker, a former Lord Mayor of Plymouth, when the Exeter returned to Devonport dockyard for repairs after the battle.

Mr. Baker, who has now returned the dolphin to the Royal Navy, unveiled it at a ceremony in the church last month. In the event of another H.M.S. Exeter being commissioned, it is intended that the dolphin should be made available to the new ship.



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SHIPS OF THE ROYAL NAVY

No. 110 - H.M.S. HARDY

The Editor, "Navy News," R.N. Barracks, Portsmouth: Please forward one postcard of H.M.S. Hardy, as reproduced at the top of this page, for which I attach a stamp value 2½d. (Use block letters please.)

Name
Address

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Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Ajax, Devonshire, Lowestoft, Kent and Hardy.



Leading Wren Tough with the bouquet she presented to the Director of the Women's Royal Naval Service, Commandant E. M. Drummond

Director W.R.N.S. opens President Club

AN inexpensive meeting place and social centre for the naval ratings, Royal Marines, Wrens and members of Queen Alexandra's Royal Naval Nursing Service belonging to H.M.S. President and serving in London, the President Club, was formally opened on December 7 by the Director of the Women's Royal Naval Service, Commandant E. M. Drummond, O.B.E., Hon. A.D.C., M.A.

Guests at a cocktail party included Capt. T. C. Sherwin, O.B.E., R.N., the Naval Member of the N.A.A.F.I. Board of Management; Supt. M. A. Brown, Senior W.R.N.S. Officer, Portsmouth Command; Cdr. W. H. Field, D.S.C. and Bar, R.N.; Commanding Officer of H.M.S. President; First Officer R. E. Pallant, Officer-in-Charge, Furze House, and other officers of H.M.S. President; Mrs. Aniss, Manager of the Naval Canteen Service and other representatives from N.A.A.F.I.; representatives of the Ministry of Public Building and Works; and ratings serving in naval establishments in the London area.

Before inviting the Director W.R.N.S. to perform the opening ceremony, which took the form of unveiling of a plaque, Cdr. Field explained that thoughts were first given to the formation of a President Club some two years ago. Finance, based on

the original estimate, was only approved recently, but despite the inflationary trend of the time, the M.P.B.W. and N.A.A.F.I. have put the money available to excellent use and created a most acceptable club.

WARTIME NEED

The Director W.R.N.S. expressed her pleasure at being invited to perform the opening ceremony. She stated that she served in London, early in her career, as a Wren Writer, on a daily pay of 2s. 6d. She was convinced at that time that Supply Officers only paid the hands fortnightly because they were convinced that the weekly doling out of small pittances was just a waste of time! How welcome a President Club would have been in those days.

Commandant Drummond was thanked by the Chairman of the Club Committee, Chief Communication Yeoman Cox for opening the club, and she was presented with a bouquet, on behalf of the committee, by Leading Wren Tough.

In its present form the club comprises a bar and shop, a tastefully decorated and attractively furnished lounge, and a "Men only" bar. A games room, which will complete the club's amenities, is now being fitted out, and will become available shortly.

'MISS PETERLEE' IN MERCURY PANTOMIME

WHEN the Mercury Club at H.M.S. Mercury held its Christmas pantomime "Up Beanstalk, Jack's Inboard," Miss Christmas was Doreen Stephenson, a Wren Officers' Steward who has been working in the catering office for the past 15 months and is now taking up a typing course at H.M.S. Mercury. Wren Stephenson joined the W.R.N.S. in July, 1962. In the previous month she won the "Miss Peterlee" contest and while under training at H.M.S. Dauntless had special leave in order to compete in the finals at the seaside resort at Crimdon Dene, County Dur-



Miss Doreen Stephenson had no lack of buyers when she sold raffle tickets at the Mercury Club's Christmas pantomime

ham. Her vital statistics are 36-23-36 and she came third.

She has 18 months still to serve in the W.R.N.S. and hopes to work in an office when her engagement is completed, "If I don't sign on again." Her hobbies are judo, swimming, dancing, reading and acting.

Talking about the pantomime, the president of the Mercury Club, L.R.O. Dunning, stated that the feminine touch was overpowering—"we'll do it again next year." Mrs. Staters, wife of the vice-president of the club, made Miss Stephenson's "Miss Christmas" outfit.

In Memoriam

Michael Stanger, Acting Leading Electrical Mechanic (Air), L/F.982458, H.M.S. Heron. Died October 31, 1964.

Michael John Parry, Acting Petty Officer, Radio Electrician, L/F.964629, H.M.S. Bulwark. Died November 17, 1964.

Alan Mortimer, Engineering Mechanic 2nd Class, P/066155, H.M.S. Centaur. Died November 23, 1964.

Lieut. Michael John Wavell Durrant, R.N., H.M.S. Heron. Died November 25, 1964.

Lieut. Basil Anthony Last, R.N., H.M.S. Heron. Died November 25, 1964.

Lieut.-Cdr. Paul Heath Perks, R.N., H.M.S. Victorious. Died November 26, 1964.

Roy Edward Greenhalgh, Acting Leading Patrolman, D/061493, H.M.S. Drake. Died November 26, 1964.

Angus McQuarrie, Engineering Mechanic 1st Class, P/059684, H.M.S. Undaunted. Died November 30, 1964.

Hywel Gwyn Jones, Stores Chief Petty Officer, D/MX.849798, H.M.S. Drake. Died November 30, 1964.

Derek Loving, Aircraft Artificer, 1st Class, L/FX.100188, H.M.S. Ariel. Died December 2, 1964.

Lieut. John Kenneth McGregor, R.M., 41 Commando, R.M. Died December 5, 1964.

Robert Andrew Frame, Radio Electrical Artificer (Air), 3rd Class, L/055138, H.M.S. Ariel. Died December 6, 1964.

Harry Lakin, Electrical Artificer (Air) 3rd Class, L/057411, H.M.S. Ariel. Died December 11, 1964.

GRAFTON FAMILIES AT SEA

ON her way to Chatham for Christmas leave and maintenance from the Clyde, where she had been target running for submarines, H.M.S. Grafton (Lieut.-Cdr. G. P. McMullen, R.N.), had a few hours to spare and opportunity was taken to give some of the families a trip to sea to show them the ship and what she could do.

A party of 63, which included 30 children, embarked in the tug Grinder at King's Stairs, Portsmouth Dockyard, and at noon transferred to Grafton, where the first thing they did was to sit down to turkey and Christmas pudding.

The weather was very kind and enabled the ship to sail out to the exercise areas beyond the Nab Tower and give a demonstration of mortar firing. The projectiles were light practice ones which were recovered by boat and swimmer, the latter being a new technique which is very effective and far quicker for giving assistance, especially in cases of "man overboard."

The ship returned to Spithead at four o'clock and the Grinder took all the visitors ashore. It had been a short but enjoyable afternoon.

LONELIEST MEN HAVE A REAL CHRISTMAS DINNER

THE seals of the hamper prepared months ago by the Victualling Department of the Royal Navy and which bore the notice, "Not to be opened until December 25, were broken on that day by the ten Service men who were facing the loneliest Christmas of their lives.

The men were those of the Inter-Service Expedition to South Georgia, and they were camped high on a bleak mountain range more than 7,000 miles from their homes.

In the hamper, which they had handled for miles from their nearest supply dump on the coast, they found a near-traditional Christmas dinner—tinned turkey, chicken and ham with cranberry sauce, brussels sprouts, table wine and, for dessert, mixed nuts with raisins, chocolates, dates and figs. "Extras" included crackers and decorations, balloons, playing cards, cigars and cigarettes, paperback books—and something to enable the seasonable toasts to be drunk.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



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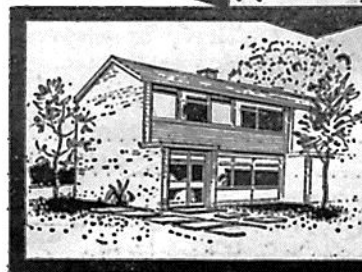
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TOO MANY EGGS IN ONE BASKET? ASKS JANE'S

JANE'S—that comprehensive volume—made its 67th appearance last month, and once again it presents a panorama of all the world's fighting ships. There are some 2,000 illustrations in this edition, including over 450 new photographs or drawings, and particulars are given of over 12,500 warships in the navies or sea defence forces of 96 countries, ranging from nearly 2,500 in the U.S. Navy, nearly 3,500 in the Soviet Navy, 623 in the Royal Navy, to the one patrol boat of the Cameroun or of El Salvador.

In his foreword, the Editor (Mr. R. V. B. Blackman, M.I. Mar F., M.R.I.N.A.) refers to the massive rundown from the wartime strength of the Royal Navy saying: "While it is now composed of fewer ships and smaller ships than in the days of its mighty past, the quality and content of the new ships make them more effective for their strategic and tactical roles of the present day."

After referring to the 80 new or re-constructed warships which have joined the Fleet during the last five years or so, and of the 34 new ships under construction (two guided missile destroyers, two assault ships, 12 frigates, five "Polaris" submarines, two nuclear powered hunter-killer submarines and two conventional submarines, helicopter support ship, three survey ships, two fleet replenishment ships and three fleet tankers), Mr. Blackman asks whether there is not a danger that too much of everything is being put into multi-purpose "Leanders." "Can any one ship be an anti-submarine, anti-surface, anti-aircraft, radar picket and helicopter vehicle?" he asks.

"Is there not a case for a smaller specialist anti-submarine frigate, a not quite so sophisticated escort ship, which could be turned out more cheaply and in greater numbers to meet the requirements of protecting some 4,750 British merchant ships aggregating 211 million tons gross?"

A point made in "Navy News" on a number of occasions is referred to in Mr. Blackman's foreword—the "somewhat puzzling aspect... is an apparent reluctance to perpetuate and operate motor torpedo boats." "Navy

News" entirely agrees with Mr. Blackman when he writes: "It is not difficult to envisage situations in the straits and off the islands in South-East Asia where the Royal Navy could operate motor torpedo boats with advantage."

A point emphasised in this latest edition of Jane's is the pressing need for more aircraft carriers and frigates. "In spite of the number of new or modernised ships now in the Fleet," the Editor writes, "the need for more ships in two categories, aircraft carriers and frigates, has never been more urgent in peacetime, and there is a danger that if all the Royal Navy's commitments to N.A.T.O. and East of Suez had to be met simultaneously to emergency standard, there would be a vacuum in the rest of the world as far as the deployment of Royal Navy Ships is concerned."

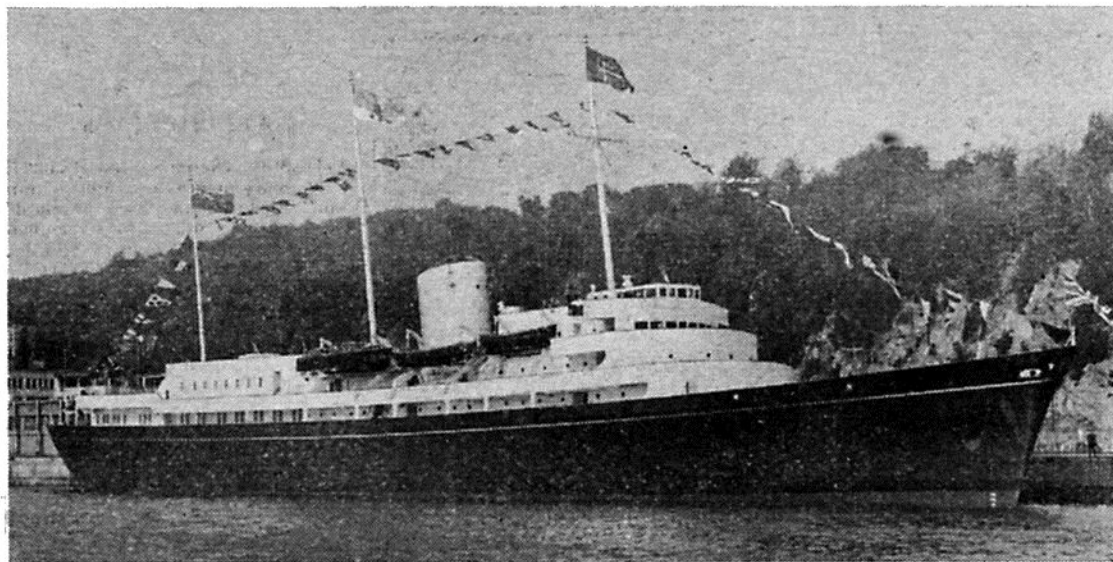
The New Construction Programme of the United States is enormous and includes six nuclear powered submarines, 16 escort ships and a number of amphibious force ships and fleet auxiliaries. The United States Chief of Naval Operations stated in the Navy Department's introduction to the 1965 programme that "Versatile, powerful, and self-sufficient, our naval forces constitute a singularly credible deterrent across the whole spectrum of possible aggression."

Jane's reveals that by 1968 the United States will have a fleet of 92 nuclear-powered submarines, of which 41 will be armed with Polaris ballistic missiles.

Referring to the U.S.S.R., Jane's estimates that the Soviet Navy now has a total strength of 30 nuclear-powered submarines and 400 conventionally powered submarines. "At least 100 submarines," goes on Mr. Blackman, "some nuclear-powered and some armed with missiles, are estimated to be in the Pacific area."

Mr. Blackman reiterates the opinion of Admiral H. P. Smith, U.S.N., N.A.T.O.'s Supreme Allied Commander, Atlantic (SACLANT) who, after the recent large N.A.T.O. exercise in the North Atlantic, spoke of the U.S.S.R.'s threat to Western supremacy in that area, by saying: "There is no doubt that the Soviet Navy is growing with the object of challenging United States supremacy at sea. The Soviet Union now understands the

(Continued in column 3)



H.M. Yacht Britannia at Wolfe's Cove, Quebec, October, 1964

Royal Yacht's 43,000 miles in the year YACHTSMEN DONATE BLOOD AT PANAMA

H.M. Yacht Britannia carried out three periods of Royal Duty during the last three months of 1964, each following the other.

The first was the visit of Her Royal Highness the Princess Royal to Newfoundland. This was principally for the Princess Royal to take part, as Colonel-in-Chief, in the Fiftieth Anniversary Celebrations of the Royal Newfoundland Regiment.

The Princess Royal embarked at Portsmouth on September 11 and the yacht visited St. John's and Corner Brook in Newfoundland, but only after skirmishes with Hurricanes Dora, Ethel and Gladys. The celebrations were considerable and very smartly carried out, and the Britannia found both the Regiment and the people of Newfoundland full of friendship and hospitality.

After the Princess Royal flew back to England at the end of September, the yacht had a few days in Corner Brook to prepare for the next Royal Duty. While this work was going on, most people had the opportunity to see the fascinating operations of the vast Bowater's pulp and paper mill and all who wanted to had 24 hours of some of the best salmon and trout fishing in the world.

QUEEN'S CANADIAN VISIT

On October 5, Her Majesty the Queen and His Royal Highness the Duke of Edinburgh embarked at Summerside in Prince Edward Island for their visits to Canada. They visited Charlottetown, Prince Edward Island, for the celebrations of the Centenary of the Meeting of the Fathers of Confederation—the meeting at which the majority of the then separate Colonies decided they wanted to become a single Canada. Thence to Quebec where Her Majesty and Prince Philip flew on to Ottawa.

Her Majesty returned to England by air, and Prince Philip rejoined the Britannia for the third of the series of autumn tours, and the longest. After a day and a half's visit to Nassau in the Bahamas, Prince Philip flew to Mexico for a visit lasting a week, and the yacht raced through the Panama Canal—the third transit this year—and arrived in Acapulco on the west coast of Mexico in time for everyone to have a run ashore in that sunny tourist paradise before His Royal Highness embarked again on October 29.

GALAPAGOS WILD LIFE

There followed an extremely interesting three days in the Galapagos Islands, where the birds and animals have never had any reason to fear man and show only curiosity. Try swimming when an inquisitive sea-lion nuzzles you to find out what sort of animal you are! The only exceptions were the hammerhead sharks circling the Britannia—the birds, the seals, the

(Continued from column 2)

value of sea power and has come to realise that the Atlantic 'bridge' is a vital link in Allied strategy."

Jane's is, as usual, wonderfully compiled and produced, containing a wealth of valuable information—a joy to peruse, and indispensable to all who are at all interested in the fighting ships of the world.

Jane's Fighting Ships, 1964-65, published by Sampson Low, Marston & Co., Ltd. £8 8s.

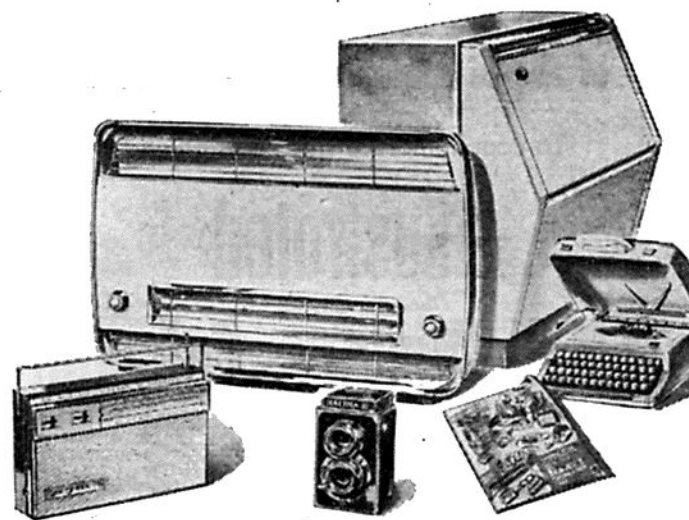
visited Panama, and in this time a number of Royal yachtsmen gave blood to the Panama Blood Bank but still found time and energy to enjoy beach and sea.

FOURTH PANAMA PASSAGE

While the yacht made her fourth 1964 passage through the Panama Canal and sailed on to Barbados, Prince Philip visited Trinidad, Tobago, Grenada and St. Vincent by air. Meanwhile, the yacht's engine revolution counter ticked up 9,999,999 revolutions, the subject, of course, of a popular sweepstake.

On Friday, November 13, Prince Philip arrived in Barbados and embarked again in the yacht, which had arrived the same day. There followed a series of one-day visits to St. Lucia, Dominica, Anguilla and Montserrat, finishing with the annual Dockyard Day celebrations in English Harbour, Antigua, where a keen community has made great strides in restoring Nelson's Dockyard.

His Royal Highness flew back to England on November 18, and the yacht got back to Portsmouth on December 2, having steamed some 43,400 miles this year. This brings the total number of miles steamed to 267,500 since the Britannia commissioned in 1954.



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(Continued from page 2, column 5)

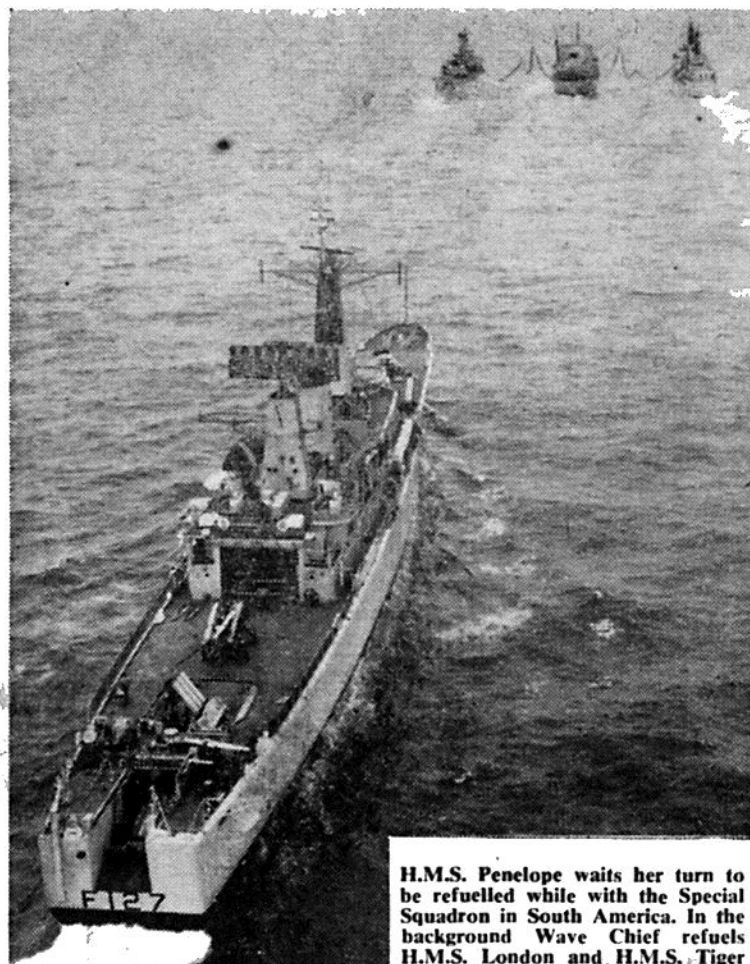
H.M.S. Llandaff (A./D. Frigate). October 21, at Devonport for trials. Commissions December, 1965, for Home Sea Service, 26th Escort Squadron. Foreign Service (East of Suez) from May, 1966. (A).
H.M.S. Appleton (C.M.S.). October at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron. (E).
H.M.S. Ashanti (G.P. Frigate). October 14, at Devonport. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Devonport. (B).
H.M.S. Phoebe (A./S. Frigate). November, at Glasgow. General Service Commission, Home/East of Suez/Home/East of Suez. Capt. (D). 30th Escort Squadron. U.K. Base Port, Chatham (under consideration).
H.M.S. Nulton (M./H. Conversion). December 7, at Portsmouth. Home Sea Service. 1st M./H. Squadron. U.K. Base Port, Rosyth.
H.M.S. London (G.M. Destroyer). November 28, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.
H.M.S. Parapet (L.C.T.). November, at Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).
H.M.S. Sirius (A./S. Frigate). End of November, at Portsmouth for trials. Commissions, April, 1966, for Home Sea Service. 24th Escort Squadron.

October—Foreign Service (East of Suez). U.K. Base Port, Portsmouth.
H.M.S. Beachampton (C.M.S.). December, at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron. (E).
H.M.S. Maryton (C.M.S.). December, at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron. (E).
H.M.S. Burnaston (C.M.S.). December at Bahrain. Foreign Service (Middle East). 9th M./S. Squadron. (E).
H.M.S. Cleopatra (A./S. Frigate). December, at Devonport. Home Sea Service. Foreign Service, East of Suez. June, 1966. Div. Ldr. 26th Escort Squadron.
H.M.S. Dampier (Surveying Ship). August 3, at Singapore. Foreign Service, S.W. Pacific. (C).
H.M.S. Kent (G.M. Destroyer). September, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Chatham.
H.M.S. Cleopatra (A./S. Frigate). September, at Devonport for trials. Commissions, December, 1965. Home Sea Service. Foreign Service (East of Suez). June 1966. Divisional Leader. 26th Escort Group.
H.M.S. Bossington (M./H. Conversion). September 9, at Chatham. Local Foreign Service (Far East). 6th M./S. Squadron. (E).
H.M.S. Zulu (G.P. Frigate). September 16 at Rosyth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

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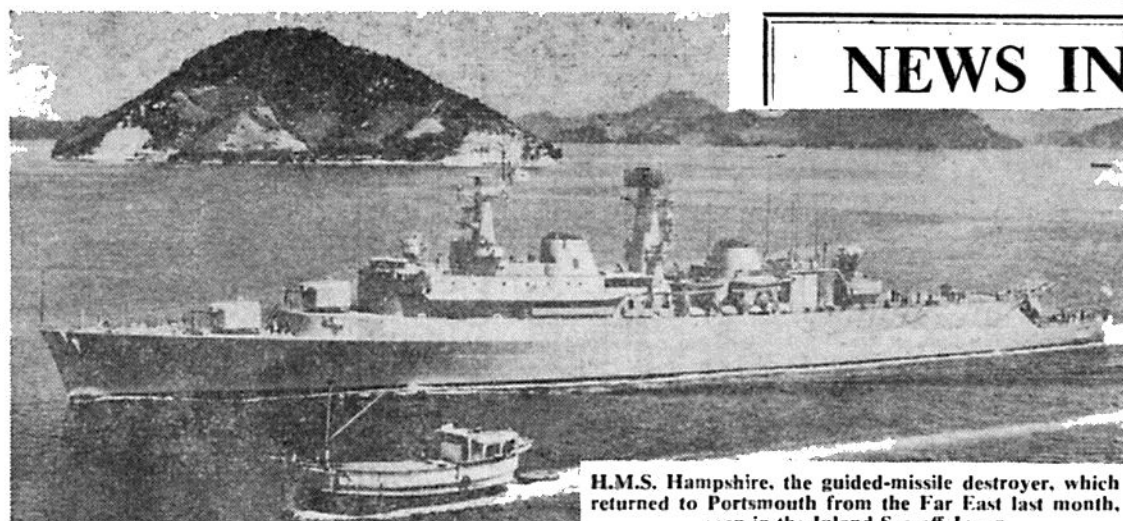
NEWS IN



H.M.S. Penelope waits her turn to be refuelled while with the Special Squadron in South America. In the background Wave Chief refuels H.M.S. London and H.M.S. Tiger



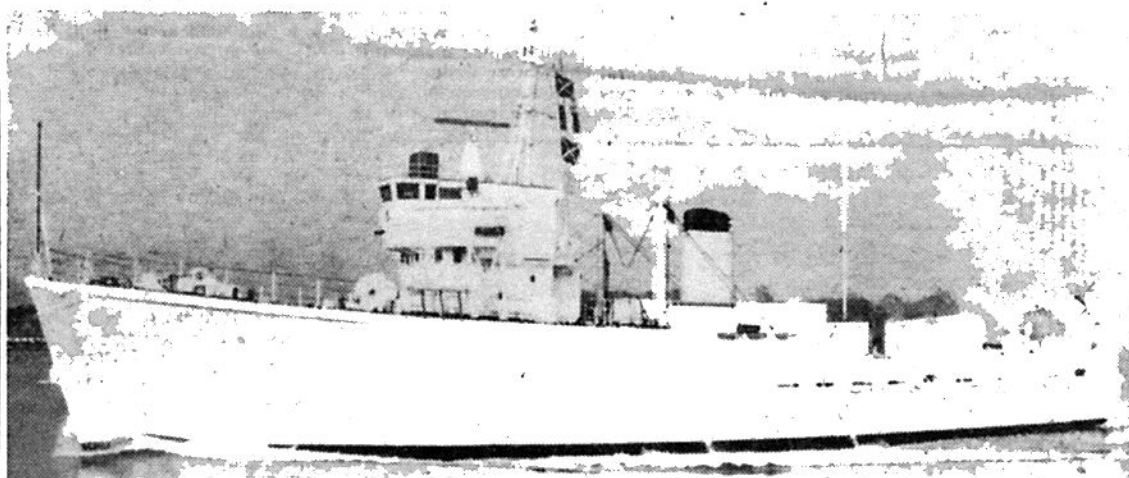
It is rare for a father and son to be serving in the same ship, but P.O.M.(E) A. Sullivan and his son Brian, an R.E.M., of Ernesettle, Plymouth, are both serving in H.M.S. Ark Royal



H.M.S. Hampshire, the guided-missile destroyer, which returned to Portsmouth from the Far East last month, seen in the Inland Sea off Japan



The term "work-up" has often been used in "Navy News." Ships visit Portland for about seven weeks at the beginning of a commission and work under the command of the Flag Officer, Sea Training, much of the time being spent at sea exercising with other ships, submarines and aircraft. These exercises, together with shore training, give ships' companies extensive practice in operating equipment and dealing with every eventuality that they might meet. This is all known as "working-up." Here H.M.S. Tiger is seen from H.M.S. Ashanti during the work-up



The coastal survey craft H.M.S. Mermaid, converted last year from the "Ton" class coastal minesweeper Sullington. A sister ship is the Myrmidon (ex Edderton). Of 420 tons displacement these ships have a complement of three officers and 23 ratings, and have been converted specially for hydrographic work in home waters. Six coastal survey craft have been ordered (500 tons) for coastal survey work overseas and two "Ham" class inshore minesweepers are being converted for operations in inshore waters at home. Three new survey ships of 2,800 tons—the Hecate, Hecla and Hydra—designed for a combined oceanographical and hydrographical role are being built



On November 28 an officer and eight ratings from H.M.S. Bulwark at Hong Kong left the commando ship for a routine week-end camping and bathing expedition. The party was arrested and detained when their motor cutter closed to within two miles of Wei Ling Ting Island in Chinese waters. They were released after questioning. Picture shows the party returning to Hong Kong in their cutter

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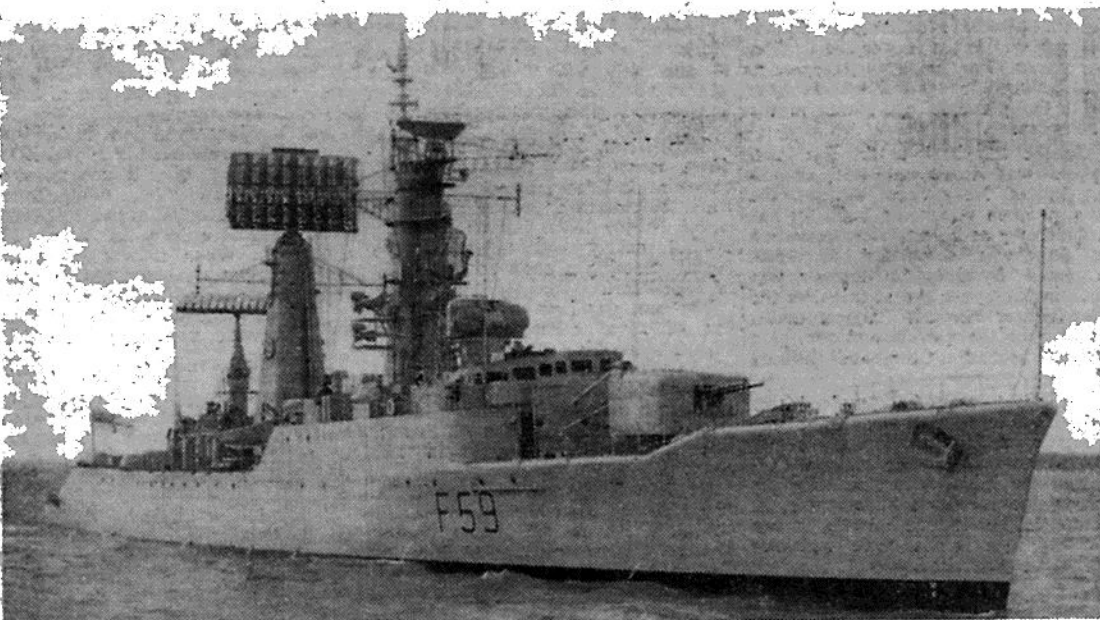
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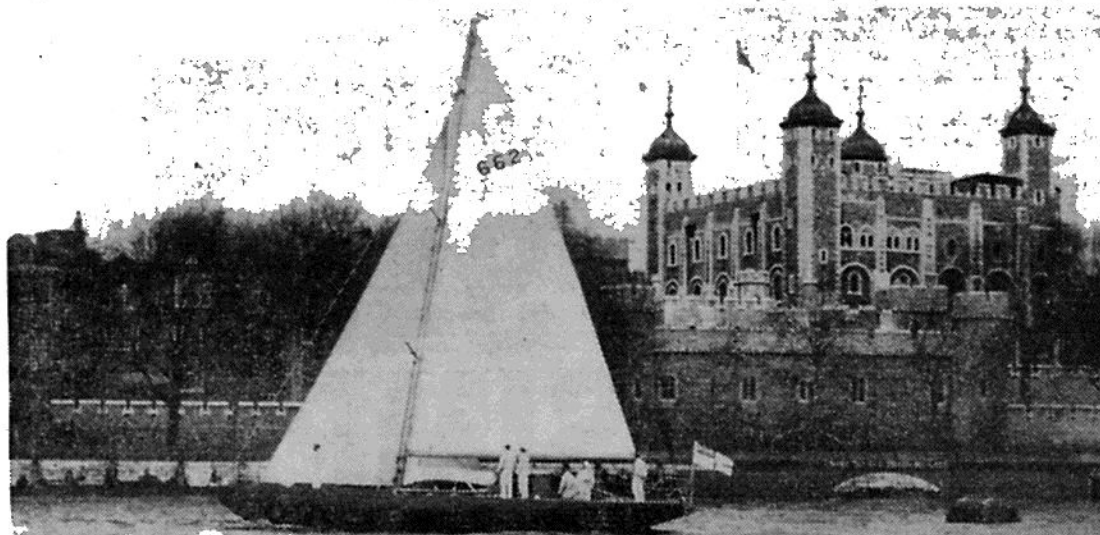
PICTURES



A recent photograph of the "Daring" class destroyer H.M.S. Dainty (3,600 tons, full load). Built by J. Samuel White & Co. Ltd., at Cowes, Dainty has six 4.5-inch guns in twin turrets, two forward and one aft, which are fully automatic and radar controlled. The largest conventionally armed destroyers ever built for the Royal Navy (the "County" class guided-missile destroyers have a full load displacement of 6,200 tons), the "Darings" can perform a number of roles and represent a comprehensive light-warship class



A picture taken late last year of the "Salisbury" class aircraft direction frigate, H.M.S. Chichester, built by Fairfields, Glasgow, between 1955 and 1958. Of 2,350 tons displacement (full load), and with a complement of just over 200, the "Salisburys," named after cathedral cities, were designed primarily for the direction of carrier-borne and shore-based aircraft, and they also serve as a lighter type of destroyer in offensive operations. The ships have highly developed electronic equipment



The Naval Air Command training yacht Merlin which last year took part in the trans-Atlantic sails up the Thames and berths in the Pool of London. The Merlin sailed from Lisbon to Bermuda in less than 27 days, and the skipper, Sub-Lieut. Leslie Williams, R.N., and his crew, including five young trainees, were presented to the Duke of Edinburgh



During the visit of the Special Squadron to South America, September to December last year, Vice-Admiral Sir Fitzroy Talbot, Commander-in-Chief, South Atlantic and South America Stations, laid a wreath from H.M.S. Tiger to mark the 50th anniversary of the Battle of Coronel—off the West Coast of Chile



When these two pretty Chinese actresses visited the commando ship H.M.S. Bulwark in Hong Kong, the ship's cooks were busy mixing the Christmas puddings for the 900 men on board, and the two girls were invited to take part in the traditional stirring "ceremony."



Ships which are not often in the news but which, nevertheless, perform a vital part in the work of the Royal Navy are the Boom Defence Vessels, one of which, H.M.S. Mandarin, is shown above. She and her sister ship, H.M.S. Pintail, were designed to be used for mooring, salvage and boom work, tasks which were previously separately undertaken by specialist vessels.

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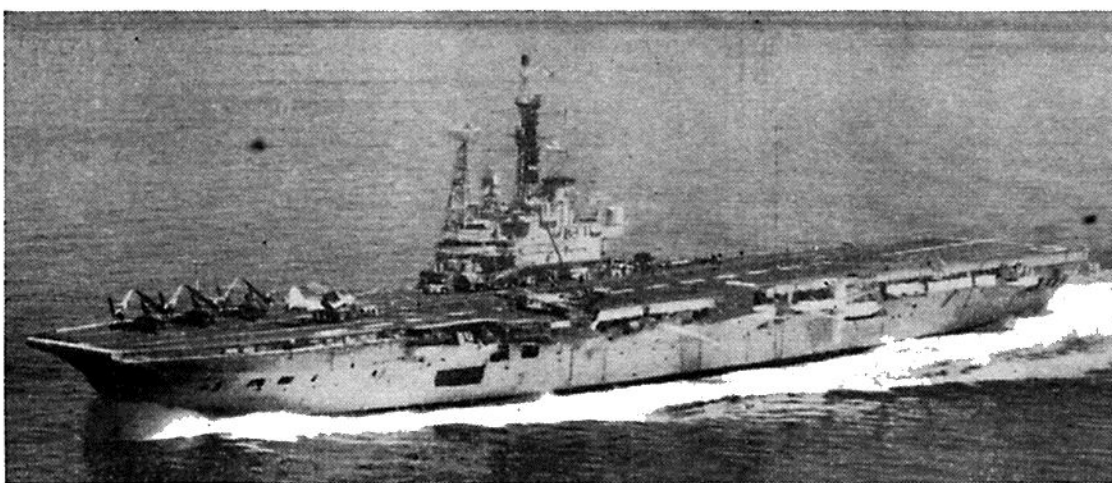
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H.M.S. Centaur when leaving Subic Bay after a visit to the American Naval Base in the Philippine Islands

An action-packed year CENTAUR RETURNS TO PORTSMOUTH

In an action-packed year H.M.S. Centaur (Capt. O. H. M. St. J. Steiner, R.N.), which returned to Portsmouth on December 21, steamed some 82,000 miles and spent 231 days at sea, the Indonesian confrontation and work off East Africa and the Radfan area preventing visits to more than six different ports.

Leaving Portsmouth on December 21, 1963, a departure so near to Christmas causing a certain amount of sadness, Centaur was soon at work, for two days later she was ordered to the assistance of the cruise liner Lakonia. She arrived at the scene of the disaster on Christmas Eve, that day being spent controlling the merchant ships present into a screen which combed the area for possible survivors. One of the search and rescue helicopters landed an officer on the still-burning liner. When the tug Hercules arrived the carrier left for Gibraltar, where 57 bodies were landed on Christmas Day.

Then followed a quick turn-over with H.M.S. Ark Royal, in the Mediterranean, a passage through the

Suez Canal on December 31, and flying exercises began off Aden.

COMMANDO SHIP WORK

Two weeks later the carrier became a commando ship and on January 25 the ship's Wessex squadron landed the Royal Marines and equipment of 45 Commando at Dar-es-Salaam. Within a few hours the Army mutinies had been quelled and order restored.

After a few days in Mombasa, Centaur sailed for Singapore, arriving on February 12. The beginning of March saw a demonstration in Singapore Roads for the Singapore government, and flying continued off the American Naval Base at Subic Bay in the Philippines. Hong Kong was the next

port of call and there the carrier met for the first time the Holt Line M.V. Centaur.

There was more flying off Singapore, followed by a dash across the Indian Ocean to Aden, carrying also a Royal Artillery battery. While the ship visited Mombasa, 815 Wessex Squadron returned to the fray in the Radfan operations. They were no strangers to this, having joined the ship in January from the previous operations in the same area.

On the way back to the Far East, Madras was visited and relations with the Indian Navy Ship Vikrant, the carrier which was being built for the Royal Navy as H.M.S. Hercules when building was suspended in 1946, cemented. By July 15 Centaur was back in Singapore and at this time the Flag Officer Aircraft Carriers struck his flag in the carrier and the Flag Officer Second-in-Command hoisted his.

Exercise "Fotex 64" involved two arduous weeks and then came the dramatic series of incursions by Indonesian guerillas into Malaya. Following the initial incursions Centaur was in the forefront of preparations against further Indonesian attacks, but for security reasons these activities cannot be publicised.

JAPAN VISIT CANCELLED

Visits to Hong Kong and Subic Bay were made in September/October, but a projected visit to Japan had to be cancelled. The first half of November was spent 'at the sharp end' of the Indonesian confrontation again, and those on board state that they have had to keep silent about what was being done while others basked in the limelight and alongside the swimming pools!

Throughout the year whenever a strike carrier has been involved in excitement it was, say those on board, Centaur who was on the spot, living up to her motto *Celeritas Ferox* (Swiftly fierce), a motto borne out strongly by the fact that most of the ship's 80,000-odd miles were steamed at high speeds.

The whole ship, and the squadrons (892 Sea Vixens, 849B Gannets, 815 Wessex and the hard-working S.A.R. flight), can look back on a year of almost unbroken activity, and they rejoined their families with feelings of pride in a good job well done. In working, fighting and sporting activities this has been a Centaur year.

A crowd of well over 1,000 greeted the ship's arrival at Portsmouth—three days late because of sandstorms in the Suez Canal and strong winds which delayed her on the way home.

Persian Gulf distress call

AFTER a distress call was received at Bahrain on December 22 from the Norwegian tanker Jalna in the Persian Gulf, a Wasp helicopter from the frigate, H.M.S. Ashanti, flew 70 miles with a naval doctor to give urgent medical attention to a woman passenger on board.

The aircraft was piloted by Lieut. E. C. Ashton-Johnson, R.N., of Helston, Cornwall, and with him was Surg.-Lieut. M. F. Ingleton, R.N., Ashanti's medical officer.

After an examination in the Jalna, which was bound for Tanarush, Saudi Arabia, the patient, Mrs. Helen Hansen, who was suffering from severe abdominal pains and a high temperature, was flown back to Bahrain, where she was admitted to hospital. Her condition was described as "comfortable."



Off duty—a 'chariot' race in Hong Kong

NAVAL DOCTOR DRIVES HALF-WAY ROUND WORLD

The naval doctor who, as reported in the November issue of "Navy News," was making his own way, alone, from Singapore to the United Kingdom, arrived home at the end of November and took up an appointment at Chatham at the beginning of December.

Surg. Lieut. Richard Cleave, R.N., drove nearly 20,000 miles through 15 countries and, for a break on the way from the tedium of sitting behind the wheel of the light van he used, he walked nearly 400 miles through Nepal, crossing a snow-covered peak of 19,000 feet.

The son, grandson and great-grandson of naval officers, Surg. Lieut. Cleave made his journey to visit hospital and medical schools between Calcutta and Istanbul to gain first-hand experience of diseases such as cholera, tetanus, rabies and anthrax which doctors rarely, if ever, meet in this country.

He left Singapore on March 23, where he had been Medical Officer of H.M.S. Alert, in the Indian cruiser Mysore, which transported him to Cochin, the Indian naval base, where he started his overland journey which took him through Nepal, Pakistan, Afghanistan, Iran, Iraq, Jordan, Syria, the Lebanon, Turkey, Greece, Yugoslavia, Italy, Switzerland and France.

The toughest conditions in his long drive were encountered in Afghanistan. There he was frequently compelled to dig out his van in a long sandy stretch of road, and eventually had to have it transported in a lorry for nearly 100 kilometres. When it was being unloaded the van's exhaust was damaged and because of reduced power he had to go over steep hills, some of 5,000 feet, in reverse, until repairs could be undertaken.

Surg. Lieut. Cleave regards the journey as thoroughly worth while and he has brought back with him photographs and slides which will be used for lecture work at the R.N. Medical School at Alverstoke.

Admiral Sir Nigel Henderson, K.C.B., O.B.E., is to be Head of British Defence Staff, Washington, and the United Kingdom Representative on the Standing Group of the Military Committee of the North Atlantic Treaty Organisation, in succession to General Sir Michael West, G.C.B., D.S.O., A.D.C.

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H.M.S. Falmouth, the "Rothesay" class anti-submarine frigate, built on the Tyne between December, 1959, and July, 1961

30th Escort Squadron returns to Med. after 20,000-mile trip

SHIPS of the 30th Escort Squadron returned to Malta on December 11 and 12 after a three-month absence in Far Eastern waters. H.M.S. Falmouth (Capt. D. V. M. Macleod, D.S.C., R.N.) and Brighton (Cdr. A. J. Cooke, R.N.) arrived on Friday, followed on Saturday by H.M.S. Cassandra (Capt. P. G. Loasby, D.S.C., R.N.) and Aisne (Cdr. M. J. Garnett, R.N.).

Many will recall the scenes of activity in Grand Harbour on September 11 as ships embarked fuel, stores and ammunition prior to the departure of three ships that day, followed by Brighton on September 12. The squadron was going to reinforce the British forces in the Malaysian theatre, where Indonesian confrontation was becoming a considerable threat to peace in South-East Asia.

The passage to Singapore took 15 days, ships steaming at 22 knots throughout. In fact, Brighton made 28 knots from Malta to Aden, where she caught up the rest of the squadron. Singapore was hot and steamy and new to many of the young officers and

men on board. For the Maltese ratings on board it was an unexpected experience. However, many domestic and family plans had been upset by the sudden departure of the ships from Malta, both amongst Maltese ratings and the many United Kingdom ratings with their families on the island.

VISIT TO HONG KONG

Ships were sent out to patrol the shallow, congested waters off the Malaysian coast, steaming darkened and ready for action, with boarding parties alert to search any suspicious craft seen approaching the coast. The task was tiring but worth while and the "carrot" offered to all was a trip

to Hong Kong. The long weeks at sea had enabled everyone to save money and Hong Kong received it gratefully! However, the typhoon season was at its height and Falmouth, Cassandra and Aisne all felt the effect of the typhoons in the vicinity of Hong Kong, spending several uncomfortable hours in heavy seas.

Patrols continued: Falmouth escorting the commando ship Bulwark to Borneo, Brighton going to Subic Bay, in the Philippines, with other ships of the fleet.

By mid-November new arrivals on the Far East Station and the completion of refit by other ships meant that the squadron could be released to the Mediterranean. Falmouth and Brighton came back via Gan, in the Maldives Islands, and thus had to cross the Equator. Full "Crossing the Line" ceremonies were observed: Cassandra and Aisne escorted the aircraft carrier, Centaur en route to the United Kingdom from Singapore and sailed straight to Aden.

The return of the 30th Escort Squadron after 90 days meant that the Maltese on board had Christmas with their families, whilst for the remainder it was a return to old friends. Each ship has spent an average of 64 days at sea and steamed 20,000 miles and everyone looked forward to a short rest over Christmas before returning to the United Kingdom in January.

NEW HOME FOR 849 SQUADRON Welcome to Wales

THE home of 849 Squadron was transferred from R.N. Air Station, Culdrose, to R.N.A.S. Brawdy on December 15, when 14 Gannets of Headquarters and 'C' Flights flew in on a crisp and sunny morning, and were given a warm welcome. A banner reading "Welcome to Wales" was unfurled and a Whirlwind helicopter was on the scene carrying what appeared to be a rather battered veteran aerial torpedo, but which those who knew better recognised as an enormous Welsh National Emblem—the leek.

The Squadron Commander, Lieut.-Cdr. W. H. Barnard, R.N., was met on landing by the Commanding Officer, R.N. Air Station, Brawdy, Capt. W. I. Campbell, R.N., and Commander (Air), Cdr. J. D. Baker, R.N. He was taken to the Squadron's new offices where he was invited to cut a tape across the entrance with a dangerous-looking pair of scissors.

The majority of the aircrews flew back to Culdrose in other aircraft on the same day for their Christmas leave and rejoined Brawdy on January 4. An advance party of squadron ground personnel had arrived at Brawdy in

advance of their aircraft.

"B" Flight disembarked from H.M.S. Centaur to the station on December 20.

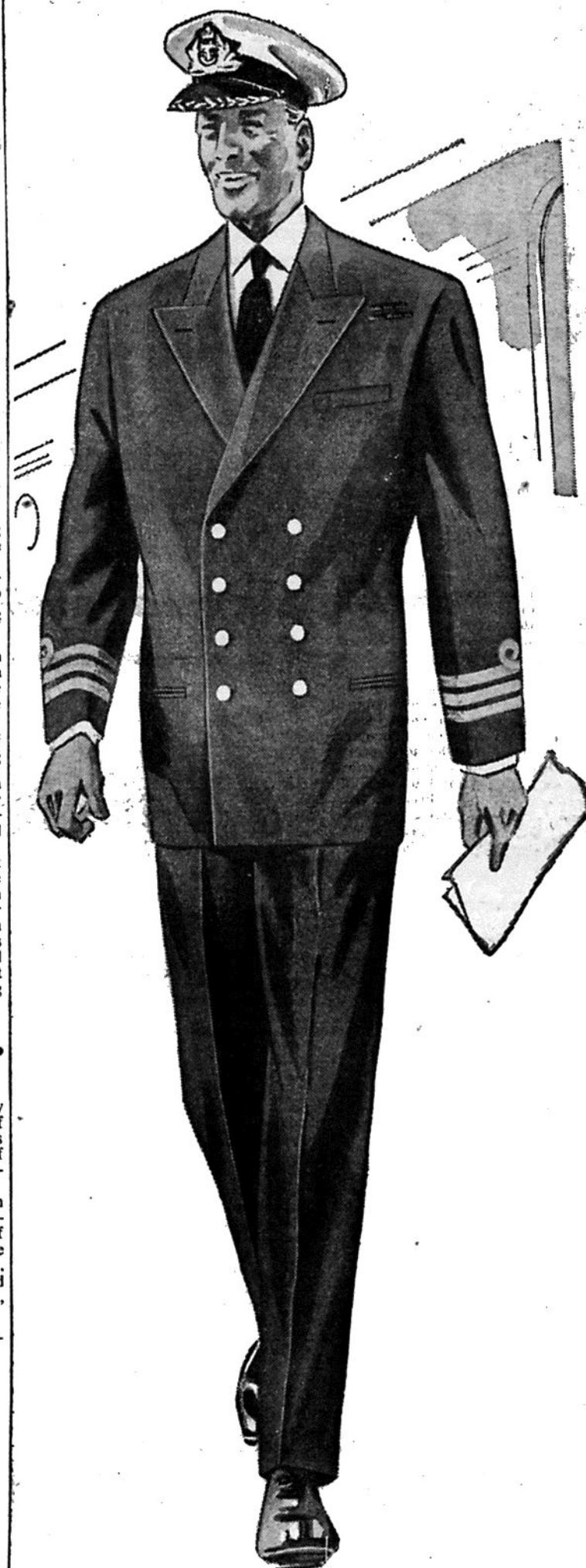
The squadron personnel will live in the most modern shore accommodation that the Navy has to offer. Five cabin blocks for chief petty officers and petty officers (to accommodate 180) and two large ratings' blocks, named Lambe and Lyster after two well-known Air Command Admirals (to accommodate 250), were completed in 1964. An annex to the wardroom to accommodate 28 additional officers is under construction.

CILLA BLACK WAS TOP OF R.N. HIT PARADE

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Arrival of 849 Squadron at R.N. Air Station, Brawdy. Lieut.-Cdr. W. H. Barnard, R.N., the squadron commanding officer, cuts a tape across the entrance to the new offices of the squadron. Also in the picture are the Captain of the Station, Capt. W. I. Campbell, R.N., and Commander (Air), Cdr. J. D. Baker, R.N.



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Cork's Annual Dinner. Some of the 160 members and guests who attended this most successful function (Photo.—"Cork Examiner")

Cork made Relentless very welcome

H.M.S. **RELENTLESS** (Capt. A. G. Watson, R.N.), paid a courtesy visit to the City of Cork from November 17 to 21, and the visit gave the Cork and county branch of the Royal Naval Association yet another opportunity to welcome and entertain one of H.M. ships. Since its formation six years ago the Cork branch has had the opportunity of playing host to no fewer than 18 Navy ships, including Berwick, Scarborough, Finisterre, Tyne, Relentless, Oracle, Totem, Finwhale, Excalibur (twice) and the Canadian Navy ships Inch Arran and New Waterford.

For this recent visit the Cork branch organised, for the first night ashore, a "Welcome Dance" for the officers and ship's company at the Country Club, Montenotte, where new friendships were made and some old ones renewed. It was a splendid occasion.

On the following evening the officers of Relentless, after the customary courtesy visits had been made, entertained some of Cork's civic dignitaries and members of the Royal Naval Association to a cocktail party on board. On the third evening the members of the branch, and their wives and friends, were entertained by the Chief Petty Officers and Petty Officers in their messes, where the hospitality was in the customary naval tradition.

After this party hosts and guests adjourned to the premises of the Cork branch of the British Legion, which is also the R.N. Association's branch headquarters, for further enjoyable moments.

ANNUAL DINNER

The only regret that the Cork branch had was that the visit of Relentless did not coincide with the Association's Sixth Annual Dinner, which was held later. Over 160 were present, including His Excellency Sir Geoffrey Tory, K.C.M.G., the British Ambassador; Vice-Admiral Sir Arthur Hezlet, K.B.E., D.S.O., D.S.C.; Brigadier The O'Donovan, M.C., President of the Cork branch of the British Legion; and Capt. P. M. B. Chevasse, C.B.E., D.S.C., R.N., President of the Cork and Waterford branch, Royal Naval Association.

The dinner was a huge success, being voted the best the branch has held to date. Many said it was the best function they had ever attended. The success was due, in no small way, to the work of the chairman of the branch, Shipmate "Jumper" Collins, the secretary, Shipmate Frank O'Mahony, the treasurer, Shipmate "Mick" McGrath, and the members of the committee. All of these spare no pains to make ships' visits and social functions all very enjoyable affairs.

'IRRESPONSIBLE ACT'

The Cork reporter states: "Perhaps in closing the small mention it deserves should be given to the fusillade of 'parting shots' suffered by Relentless on her way down the River Lee, which 'gesture' was viewed by the vast majority of the citizens of Cork, whatever their allegiance, as a silly and irresponsible act, which it is hoped will not interfere with future proposed visits of H.M. ships to Cork."

NEARLY 200 AT HERTS DINNER

THE Shire Hall, Hertford, was filled to capacity when over 170 members and ladies recently attended the branch annual dinner.

The Branch President, Admiral Sir Alexander Bingley, G.C.B., O.B.E., proposed the toast of The Royal Naval Association, and in an eloquent speech referred to the recent reorganisation of the defence machinery. He said that had it not been for the successful "rearguard action" carried out by their Lordships in the House of Lords, the word Admiralty would have disappeared, and the outfit to run the Navy would have been called the Navy Board. Sir Alex added that "all this is a cause of pain and distress to some of us."

Replying to the toast, Lieut.-Cdr. D. B. Cameron, R.N.R., reviewed another successful year for the branch. He said that 11 life members had been enrolled during the year, which more than doubled the total life membership of the branch. A number of annual members had also been enrolled, but he added: "We must not sit back and take it easy, as with the passing of time the future of the branch will depend upon the younger shipmates."

STALWARTS PRAISED

He paid tribute to the branch "Old Stalwarts" and also mentioned that the membership included 12 shipmates who were licencees in Hertford and district. These shipmates had given great support to the branch Benevolent Fund.

The toast "Our Guests" was proposed by Shipmate Eric C. Knight, Vice-Chairman, National Council, R.N.A., and branch Hon. Secretary, and on behalf of members of the branch he welcomed many guests, including the Mayor and Mayoress of Hertford (Councillor and Mrs. A. W. Bentley), Police Superintendent and Mrs. D. West, representatives of local kindred associations, also visiting shipmates and ladies from Bishop's Stortford, Royston, Stevenage, Chesham, Welwyn Garden City, Hemel Hempstead, Hatfield, Chesham and Amersham branches.

In responding, the Mayor thanked the branch members for the grand reception they had given to their guests and, after giving praise to the Royal Navy, referred to the fact that during the last war he was an "Army type," and was only too glad to keep his feet on firm ground.

DOG'S APPLAUSE

At this juncture a dog, outside the Shire Hall, howled and a rumour went round that it was "an old sea dog" expressing his own applause.

A toast to Absent Shipmates was given by Shipmate H. C. Hawkins.

A truly grand evening ended with entertainment and dancing, organised by the branch Social Secretary, Shipmate E. J. Wicks, who was also the Toast Master.



A toast to the Royal Naval Association. Left to right—Cdr. H. P. Madden, R.N. (Vice-President), Shipmate K. Kitching (Chairman), Admiral Sir Alexander Bingley (President), The Mayor of Hertford (Councillor A. W. Bentley), Shipmate Eric C. Knight (Vice-Chairman National Council, R.N. Association, and Herts branch Hon. Secretary). (Photo.—"Hertfordshire Mercury")

PLYMOUTH VISITS ST. AUSTELL

SHIPMATES of the Plymouth branch of the Royal Naval Association, accompanied by "Boatmates" of the Submarine Old Comrades' Association, Plymouth, held their annual Remembrance Day parade at St. Aubyn's Church, Devonport, being given a hearty welcome by the vicar.

The parade was under the command of Shipmate "Joe" May, National Chairman, assisted by Shipmate "Les" Gray, the Plymouth branch chairman. Shipmate Francis Cocks was the Standard Bearer with Shipmates Babbage and Smith as escorts. In the afternoon Shipmate Cocks and representatives attended the civic parade at the Guildhall.

It is a pleasure to be able to report that, at last, after many setbacks, the Plymouth branch and club are both on the upward trend, due in no small measure to the hard core of loyal and devoted members. One factor has emerged and that is that in spite of a tremendous amount of publicity, coupled with the willing co-operation of commanding officers, there are large numbers of serving personnel who are unaware of the existence of the Royal Naval Association, or the club at Plymouth, and are very pleasurably surprised when they do make a visit.

REAL CORNISH WELCOME

Shipmates of the Plymouth branch made up a large party and travelled by coach to visit the shipmates of the St. Austell branch recently. This was the result of a talk between Shipmate May, National Chairman, and Shipmate A. Mortimer, D.S.M., of the St. Austell branch.

Although Saturday night is the "Big Night" at the Plymouth club, members enthusiastically supported Shipmate "Joe" in this venture. There was no doubt of the real Cornish welcome extended by the shipmates "over

the Tamar"; everyone was soon talking "old ships" and all the things dear to a Navyman's heart—whether retired or active.

Shipmate May gave a short talk on the objects of the visit. The Plymouth branch Chairman also spoke for the visitors. Captain W. Malleon, V.C., R.N., the President of the St. Austell branch, welcomed the Plymouth shipmates, as did also Shipmate Lieut. E. Richards, R.N., Vice-Chairman and Shipmate A. H. Mortimer, D.S.M., National Delegate.

St. Austell promised to pay a return visit to Plymouth in the near future. Plymouth, in its turn, hoped that this would be the first of many reciprocal visits.

Lest it should be thought that a lot of time was taken up in "speechifying," there were a lot of entertaining turns put on. Shipmate Harris, of the St. Austell branch, was outstanding as a raconteur and as an impressionist. Shipmate "Les" Gray (Plymouth) with his famous "mimes" and Shipmate "Shiner" and Mrs. Wright (Plymouth) with their cockney silhouettes were enthusiastically received.

NO 'OGGIES' ON TREES

The Plymouth reporter goes on, "An account of this visit would not be complete without paying tribute to the ladies of St. Austell branch—bless them. Although "Oggies" were not growing on trees, as the old song hath it, there were piles of lovely Cornish food. Thank you, ladies, for your hard work in preparing the 'big eats'."

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MORE RNA NEWS
ON PAGE 12

COLCHESTER LOSES TWO STALWARTS

THE Colchester branch of the Royal Naval Association lost two stalwarts during December, both of whom will be greatly missed.

On December 8 a founder member, Shipmate F. Burriluck, the branch Standard Bearer, passed away. He was one of the old school, always willing to do a good turn for anyone. At the various functions held by the branch he always volunteered to act as door-keeper and he was well known to many members of the branches in the area.

Another helpful shipmate who passed away on December 17 was the Vice-President, H. W. Shephard. He had been most helpful to the branch in many ways.

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RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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Serving naval personnel should apply through their Commanding Officer

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Navy cup winners for the second year running. Back row: Lieut. Parnell, P.O. Richardson, L.R.E.M. Stacey, P.O. Power, App. Rogers, E.M. Moffatt, P.O. Brown (captain), P.O. Mitchell. Kneeling: P.O. Haran, L.R.E.M. Milligan, P.O. Morley, Lieut. Woodgate, P.O. Watson

Collingwood holds on to the Navy Cup

ALTHOUGH H.M.S. Collingwood fielded the better team, with five Navy players, and luck was not with their opponents, Royal Marines Depot, Deal, in the final of the Navy Cup at the Victory Stadium on December 9, Collingwood's 2-0 win was not obtained easily.

The Royal Marines' ill luck started within the first two minutes when their centre half turned the ball into his goal. Deal tried desperately to retrieve the position, coming close to scoring on at least three occasions before

Collingwood, in the 27th minute, got their second goal.

The conditions were heavy, but the Collingwood team surmounted the difficulties whereas the Deal team seemed to tire more easily. In the first half the Royals had several chances of scoring, once, even, Richardson nearly following the own goal of Wilson.

WELL-DESERVED WIN

When Collingwood started to combine well, however, they showed their superiority and their win was a well-deserved one. On two occasions in the second half Deal were reduced to ten men for short periods because of minor injuries.

Collingwood's win was their second in successive years—an event which has not occurred since Devonport won the cup in 1926 and 1927.

After the match the Navy Cup was presented to the Collingwood captain by Major-General N. H. D. McGill, Major-General, Royal Marines, Portsmouth.

Teams:
Collingwood—Rogers, Richardson, Moffatt, Stacey, Power, J. Brown, Watson, Milligan, Morley, Woodgate, Haran.
Royal Marines, Deal—Norris, Rumney, Turnbull, Ellis, Wilson, Barlow, Evans, Crockett, Towse, Ward, Carter.
The referee was Sub-Lieut. R. E. Collins, R.N. of H.M.S. Mercury.

CASSANDRA EARNED HER BIRTHDAY CAKE

WHEN H.M.S. Cassandra, the anti-submarine escort destroyer, celebrated her 21st birthday on November 29, 1964, an outsize lachkey was hoisted to celebrate the event, and a "ship cake" was baked.

Despite a long period in reserve, the ship has steamed a total of 186,500 miles and been underway for more than 13,000 hours. In the present commission, which is now only half way through, Cassandra has already steamed 35,000 miles, being underway for more than 4,250 hours.

Since being launched the ship has (i) been through both the Panama and Suez canals; (ii) had three new bows fitted; (iii) lost a gun, four torpedo tubes and all depth charges during modernisation; (iv) gained six anti-submarine mortars and a lot of modern radio and radar; (v) Achieved, after 20 years, the speed she made good on her first full power trial; (vi) Fought the Germans; (vii) Been repaired by the Germans; (viii) Resisted the confrontation of the Indonesians; (ix) Been an ally and ambassador to France, Spain, U.S.A., Mexico, Japan, Philippines, Thailand, Malaysia, Maldives, India, Ceylon, Australia, Kuwait and Ireland; (x) Exercised with ships of the U.S.A., Australia, New Zealand, Canada, Malaysia, India, Pakistan, Ceylon, France and the Philippines.

Men who have served on board have come from places as far apart as Australia, Scotland, U.S.A., England, Jamaica, Ireland, Malaya, Wales, Nigeria, Malta and Hong Kong.

H.M.S. Cassandra spent Christmas in Malta but those on board hope to return to the United Kingdom in the New Year.

Cheam's big night went with a swing

THE annual "Presentation Night" of the Cheam and Worcester Park branch of the Royal Naval Association was held on December 12, when over 100 shipmates, their wives and friends were present, the guests for the evening being Shipmate J. L. Bates, chairman, No. 2 Area, and Mrs. Bates.

The main event of the evening was the presentation of the trophies to the winners of the various tournaments—Shipmate F. Tiechurst winning the Darts Cup, Shipmate G. Purkis the Crib Cup, Shipmate P. Coe the Snooker Cup and Shipmate G. Purkis winning the Billiards Cup. Shipmate F. Tiechurst won the Membership Cup for recruiting the most new members over the year. Shipmate Bates, assisted by Mrs. Bates made the presentations and Mrs. Bates was presented with a bouquet by the wife of the Cheam and Worcester Park chairman, Mrs. A. M. Matthews.

Arrangements for the splendid evening were made by the Social Secretary, Shipmate L. Goodwin, assisted by Shipmate A. Goodwin. The very able M.C. was Shipmate R. Bailey.

Beaten, But Not Disgraced

ALTHOUGH the Football Association Amateur XI beat the Royal Navy at Fratton Park on December 2 by four goals to one, the Navy XI faced some stiff opposition—probably the stiffest the Navy will ever face.

The Amateur XI played seven current Internationals, all of whom played for England on November 21, when England beat Wales 7-0. The fact that the score was kept down to 4-1 speaks well for the Navy XI.

The Royal Navy players rose to the job in hand in a very commendable manner, some of the Navy boys playing well up to the class of the International experts. Coates, Godwin and Wilkinson were extremely able and kept the Navy defence well together. Copeland got the single Navy goal with a very good shot, and on several occasions the Navy forwards came near to scoring. A little more speed, urgency and that extra reach and the Navy could well have registered four goals.

HOPES TO RETAIN CUP

The Royal Navy eleven is now quite promising. Team work and control is good and, while weaknesses still exist, more match practice together and perhaps some little improvements, the Royal Navy might well retain the Inter-Services Cup.

Team work and match practice must be worked at over the next three settling-down games. They are against U.A.U. on January 20 at Reading, versus Civil Service on February 10 at Portsmouth and versus Essex on February 16 in London.

'Chopper' flight to visit girl friend

WHILE H.M.S. Centaur was on her way home from a year in the Middle and Far East, A.B. Roderick Latham, of Blythebridge, Staffs, was resigned to passing within a few miles of Gibraltar, where his girl friend, Naval Nurse Sarah Connor, of Clacton, is serving, without meeting her.

When a helicopter had to be flown ashore to North Front Airport, Gibraltar, however, A.B. Latham went as a passenger in order that he and his girl friend could be together for the first time in 13 months.

After a brief reunion he was flown back to his ship, en route for Portsmouth.

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